

RANGE OF THERMOMETER. The thermometer ranged as follows at the Times office yesterday: 9 A. M., 25; 12 M., 30; 3 P. M., 34; 6 P. M., 32; 9 P. M., 22; midnight, 22; average, 28.3.

PRINCE HENRY SAILS FOR UNITED STATES

A Great Throng at Bremer Haven to Bid Him Goodbye.

THE KAISER DETAINED

Prussian Minister Bears a Message from His Majesty.

CONSUL DIEDERICH'S SPEECH

Inspired by the Occasion, He Declares the Mission of Prince Henry Is the Work of Heaven, and Not Diplomacy—The Kronprinz Wilhelm Tamed to Make a Record—Orator Is Tendered the Prince.

REMEMBER HAVEN, Feb. 15.—Prince Henry sailed for New York at 3:43 P. M. The last seen of the Prince from the shore here was when he stood on the bridge of the Kronprinz Wilhelm in an admiral's uniform and lifted his cap to the assembled throngs. The Kronprinz Wilhelm passed the Hohenweg lighthouse at 5:25. Fair weather prevailed and the sea was calm.

Previous to sailing Prince Henry, in conversation with a correspondent of the Associated Press, referred to the report that he had written a letter to Admiral Dewey apologizing for the conduct of the German squadron in Manila Bay. "It is all untrue," said the Prince. "I have never written to Admiral Dewey in my life."

KAISER SENDS AN ENVOY. Senator Tichelschky, Prussian minister to the Hanseatic cities, bid farewell to the Prince for Emperor William, who also sent his brother a telegram previous to the departure of the steamer. The inhabitants of every village along the route turned out, gathered along the railroad track and gave the Prince a great ovation.

Bremer Haven, usually a dreary place, was bright with color in the Prince's honor. All the shipping in the river flew American and German flags, and the wharves were black with cheering crowds as the Kronprinz Wilhelm drew out into the stream, with her band playing "The Star Spangled Banner."

The Kronprinz Wilhelm is expected to break the record. Her machinery when she sailed was in perfect condition and her bunkers were filled with picked coal. Director Schmidt, of the North German Lloyd Line, to which the steamer belongs, informed the correspondent of the Associated Press that he thought that she would average 22-1/2 knots all the way over and get to quarantine, New York, at 9 o'clock on Saturday morning.

The crew of the Kronprinz Wilhelm, from the captain to the stokers, are determined to do their best.

ALLIANCE CREATED BY HEAVEN. United States Consul Henry W. Diederich, of Bremer, made a speech at the twentieth annual dinner of the Navigators' Guild at Bremer yesterday evening that has been more talked of to-day than any other incident connected with Prince Henry's departure. Mr. Diederich, after dwelling on various reasons for amity between Germany, the United States and Great Britain, said:

"Prince Henry is not going to America to establish a new alliance of friendship, but to give renewed expression to the old friendly relations natural to the triple relationship of Germany, England and America. Here is a delicate matter, and heaven and not by the arts of diplomacy. The great sections of the Germanic people should be united in close ties of friendship for the advancement of peace and civilization."

TOASTED MISS ROOSEVELT. When "The Ladies" were toasted, the name of Miss Alice Roosevelt was heartily cheered.

Prince Henry was unable to be present at the dinner, owing to the preparation being made for his departure for the United States. The Prince, however, read on the train a printed report of Mr. Diederich's speech and when the consul met him at Bremer Haven station and wished the Prince a pleasant journey, Prince Henry congratulated him on the speech and thanked him for the sentiments expressed.

OFFENDED DEWEY.

Prince Henry Proposed a Toast to the President Last, But Apologized. (By Associated Press.) WASHINGTON, D. C., Feb. 15.—The Associated Press to-day received from authentic sources a statement regarding the report that Prince Henry had written a letter of apology to Admiral Dewey. The information which follows was not received from Admiral Dewey himself, but from an intimate friend of his, and can be absolutely vouched for: The Admiral has recently received a letter from a member of the United States Embassy at Berlin, in which the writer gave a resume of a conversation he had with Prince Henry of Prussia at the dinner given the latter by Ambassador White, prior to the Prince's departure for America.

THE PRINCE added that he was well aware that mistakes had been made on their part, but that his relations with Admiral Dewey had always been of the most agreeable and pleasant character. He sent his highest regards to the Admiral, and expressed his sincere hope of seeing him during his visit to America.

WEDDED IN BALTIMORE.

Marriage of Mr. Peters and Miss Donnelly a Surprise. Mr. Emmett Eugene Peters, a pharmacist connected with the L. Wagner Drug Company, at No. 523 East Broad Street, and Miss Ida Wilson Donnelly, a telegraph operator, who has for several months been in charge of the branch office of the Western Union, located in the Wagner Drug Store, were yesterday married in Baltimore. The event was a genuine surprise.

The people at Mr. Peters' home were greatly surprised when they were informed by a Times reporter that the license had been issued. Both persons left Richmond on Friday, whether together is not known. Miss Donnelly told her friends she was going to Washington to see Ben Hur played.

Mr. Peters was away ostensibly on business in Baltimore. Their acquaintance began last August, when Miss Donnelly took charge of the telegraph office in the store where Mr. Peters was employed and had been for a number of years. Mrs. Peters is a daughter of Mrs. Walter E. Russell, of No. 399 East Main Street, and a most charming young woman, with a wide circle of friends.

A special from Baltimore last night stated that after obtaining the license the couple were driven to the residence of Rev. Mr. Way, pastor of Immanuel Reformed Church, and were promptly married. They left nothing of the place there. As to their return to Richmond nothing could be learned last night, and at a late hour their relatives here had received no announcement of the wedding.

HELLO-GIRL BURNED.

Ran From Telephone Exchange a Living Torch—Injured Two Fatal. (By Associated Press.) CHARLOTTE, N. C., Feb. 15.—Screaming in agony and with her clothing ablaze from head to foot, Miss Mamie Kane, night operator of the Charlotte Telephone Exchange, ran frantically about the room of the exchange, on the third floor of a building in this city, at 3:45 o'clock this morning, then dashed out of the door and fled down the three flights of stairs to the street. She was met at the bottom of the stairs by parties attracted by her screams, who rolled her in the snow and extinguished the fire. She died a few hours later.

HIGH-SCHOOL GRADUATES.

List of Those Who Were Honored at Close of Half Session. The following are the graduates of the High School at the close of the first half-session, the list being given in the order of their standing: Clara Coleman Morton, Susie Randolph McCarthy, Ida Stevens, Alma Louise Morrow, Lucie Apperson McCarthy, C. Browne Fleet, Louise Allen Catlin, Annie Mason, William G. Puller, Charles C. Russell, Yetta Goldenberg, William H. Brown, Miriam S. Ward, Rena Strauss, J. Temple Waddill, Maurice Cohen, Arthur B. Gathright, Alice Whiting Taylor, Ethel Seabrooke Bland, Helen Louise Gary, Corrie L. Cosby, George W. Eppes, Jr., Rita Brink Stovall, Mollie Points, Grace B. Kline, Hazel K. Myer, Elsie Morton Young, Mary Lee, Sadie E. Lumpkin, Annie E. Dorset, Lizette Winston, Inez A. Robinson, and Lillian Walsh. Post Graduates—Mary Levy, Maudie P. F. Leonard, Lillie Lee Russell, Alma Percy Chase, Etta Van Vort Samson, Celestine Moon, Essie P. Archer, George Gibson Cardozo, Lizzie Christian Watt and Ida C. Tyler. Graduates, Business Course—Sadie M. Wilkinson, Charles B. Selden, Lillie F. McCarthy, Lucie A. C. Hughes, Lena Gregory, Glennia M. Pinchbeck, Edward G. Michaels, E. Guy Hobson, Bessie D. Orey and Tena J. Comell. Graduates, Photography and Typewriting—Alice E. Bowman, Mary B. McCarthy, Mary Gwathmey, Ida M. Christian, Ina S. Clendon, Ida A. Carr, Esther Thalheimer and Alberta Gwathmey.

HISTORIC POINTS ON VIRGINIA BATTLEFIELDS

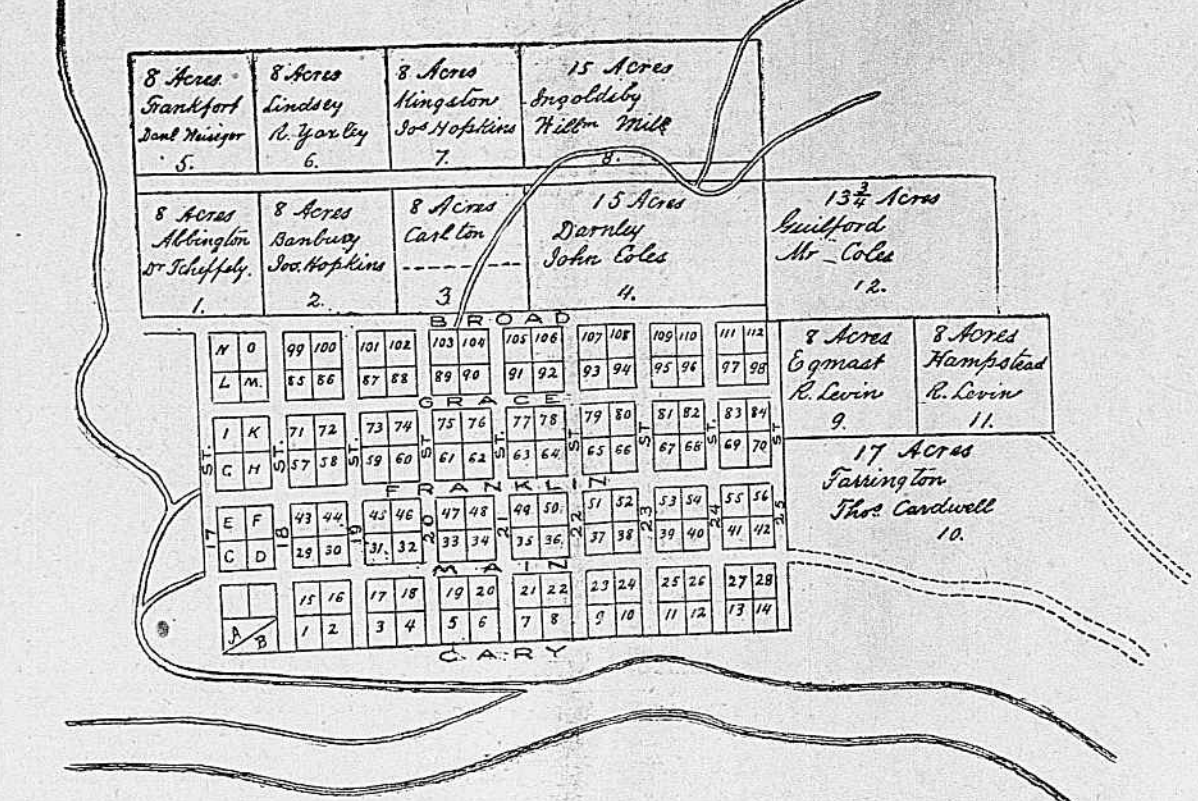
Movement to Secure Their Permanent Marking.

THE GIFT OF THOMAS F. RYAN

A Prominent Virginia Committee Has the Matter in Charge—Design for a Stone Suggested by Col. Cutshaw.

The work of marking historic spots upon the battlefields of Virginia, with permanent granite monuments, which have been undertaken by Mr. Thomas F. Ryan, the New York millionaire, who was born in Nelson county, Va., has taken definite shape. The following committee of gentlemen have been invited to assume control of the enterprise: Governor A. J. Montague, chairman; Leonard A. C. Hughes, ex-Governor; J. Hoge Tyler, General Fitzhugh Lee, General Bradley T. Johnson, General William H. Payne, Colonel W. B. Cutshaw, Major E. T. D. Myers, Judge Daniel A. Grimley, Rev. James P. Smith and Mr. Samuel B. Woods. This committee will meet in Richmond at an early date to formulate plans and discuss the details of the work. Colonel Cutshaw has prepared a drawing of a stone which he regards as suitable, and which will be submitted to the consideration of the committee. Other members of the committee in Richmond have expressed their satisfaction with the plan proposed by the committee. It is a pointed granite block, which will set in the ground two feet. At the bottom it will be three feet square. Some six inches above the ground the stone will be cut to a point about two and a half feet above the ground. One of the four sloping, triangular faces will be smoothed for an inscription of ten or a dozen words. The whole will be a solid block of Virginia granite, can be made at a cost of about \$10 each, it is thought, and will be placed whenever possible on public property along the roadsides.

ORIGINAL PLAN OF RICHMOND AS LAID OUT BY COLONEL BYRD



Copy of a plan of Richmond, with the names of the takers up of lots in the handwriting of William Byrd, supposed to be as it stood at his death in the year 1742.

LOTS TAKEN UP. Dr. Tcheffetz, 12, 15, 16. Jo. Belling, 3. R. Rancolph, 4, 15, 17. Will Randolph, 18. James Cooke, 5, 21, 22, 19. Daniel Weisiger, 8, 9, 23, 25, 26. Richard Lewis, 11, 12, 25, 28. John Coles, 13, 14, 27, 28. John Hardy, 29, 40, 53, 54. John Pleasants, 29. George Scherer, 24, 48. Joseph Hopkins, 24, 49, 71. Edward Harrison, 57. Jacob Ego, 53.

John Gringuet, 32, 46. John Bransford, 58. William Hill, 69, 70, 82, 84. Robert Weatherly, 39, 43, 44. John Coles, 54, 24, 107, 108. Nicholas Shearer, 45. Robert Burton, 85, 86, 99, 109, 101. Andrew Barclay, 19, 37, 38. John Coles, 7. Francis West, 35. Ben Burton, 41, 42. Pleasant Cooke, 31, 45. Samuel Tcheffetz, 49, 60, 73, 74. John Wood, 78, 90, 50, 74. John Coles, 79, 80, 91, 92, 105, 78.

William Byrd, 67, 68, 81, 82. Adam Earnest, 61. Frederick Arnold, 51. Garland Anderson, 55, 100. William McGowan, 55, 56. Hampton Wade, 62. Edward Abbot, 72. Robert Lucas, 55, 110. John Cameron, A. B. Dr. Tcheffetz, D. C. Joseph Hopkins, P. E. James Garner, G. H. I. K. Robert Burton, S. M. O. Thomas Atcheson, N.

LONG, BUSY LIFE PEACEFULLY ENDS

Mr. H. A. Claiborne, of Old Mutual, Died Yesterday Afternoon.

SUCCESSFUL BUSINESS MAN

As President of Mutual Assurance Society of Virginia, He Was Its Leading Spirit—Of Old and Honorable Family—Three Times Married—Funeral Tuesday.

Mr. Herbert Augustine Claiborne, president of the Mutual Assurance Society, as dead. Mr. Claiborne, who was one of the most prominent citizens of Richmond and among the oldest natives, passed quietly away yesterday afternoon at 3:39 o'clock at his residence, No. 400 West Grace Street. His end was most peaceful. He was conscious to the last. He had been in bed for a week. His wife was the only person with him at the time of his death. Mr. Claiborne's name is inseparably connected with it from the close of the identified with it from the close of the war. He was greatly instrumental in making it what it was. At the close of the war the company was weak. Through the

wise direction of Mr. Claiborne it became the great and successful business institution it is to-day. AN INTERESTING CIRCUMSTANCE. Deceased would have been eighty-four years of age had he lived until next July. He was born in Richmond July 18, 1818. His education was received at William and Mary College. He graduated in the class of 1839. Some well-known classmates of his were Professor B. B. Minor, the late S. G. Greenlaw and Robert Polard. The late Judge Crump graduated a year after Mr. Claiborne. The two were at College together and good friends. He studied law at the college and graduated some years before he had reached his majority. He was regarded as one of the brightest young men the college had ever sent out.

He returned to the city from school and one day he and Professor Minor sat on the porch of the old Gamble house on Gamble's Hill and were examined together by Judge Cabell, with a view of being admitted to the bar.

In 1881, Mr. Claiborne married the granddaughter of Judge Cabell, who was Miss Kate Cabell, who survives him. PRACTICED LAW FIRST. Mr. Claiborne practiced law here until the war. He was connected with the commissary department during the conflict. At its close he became identified with the Old Mutual. In 1880 he became its president, and remained in that responsible position to his death. The Old Mutual was organized in 1794. Its palmy days have been since the administration of Mr. Claiborne.

Deceased was three times married. His first wife was Miss McGuire, of Fredericksburg. This marriage occurred before the war. The second wife was Miss Hall, of Fredericksburg. The last was Miss Cabell, daughter of Colonel Coover. He was married to her in 1881. He was the late Major John H. Claiborne, of Richmond; Dr. James W. Claiborne, of Petersburg; Gilbert H. Claiborne, the late Captain B. H. and Colonel William Claiborne.

ONE OF THE OLDEST FAMILIES. The first of the Claibornes came to this country in 1621, settling at Jamestown fourteen years after the settlement. He was the first secretary of the colony and the surveyor-general with two sons, the family is thus one of the oldest in the State. The ancestral place is Romancoke, on the Pamunkey, the present home of Captain R. E. Lee, Jr., son of the General.

Mr. Claiborne was in extremely feeble health for several months before his death. But he came to his office each day in a cab. But a week ago he took his bed. He was not apparently worse yesterday and was conscious a few minutes before he breathed his last.

The funeral arrangements have not been completed. Tuesday at noon is the tentative appointment for it. The details will be completed to-day.

PARTY LEADERS AT WHITE HOUSE

Roosevelt's First Important Conference—Reticent About Matters Discussed.

(By Associated Press.) WASHINGTON, D. C., Feb. 15.—A very important conference was held in the Cabinet-room at the White House to-day. At the President's request he was joined there shortly after 10 o'clock by Senators Allison, Aldrich and Spooner, Speaker Henderson, and Representatives Cannon and Grosvenor, and the conference lasted until a few minutes after 12 o'clock. It is something of a coincidence that those at the conference to-day were, with the exception of the President himself and Senator Spooner, the same men who took part in the famous conference a few weeks prior to the Spanish war, which resulted in the definite conclusion that Congress should appropriate \$50,000,000 to (Continued on Eighth Page.)

WILLIAM BYRD'S ORIGINAL PATENT

History of the Title of the Founder of Richmond.

THE TOWN AS FIRST LAID OFF

It Provided for Twenty-Eight Squares With Streets of Good Width—St. John's Church Yard and the Old Van Lew Property.

The earliest patent issued for the land covered by the original city of Richmond, as laid out to the east of Shockoe Creek, or Colonel William Byrd in 1737, stands in the name of one Thomas Stegge. It was dated January 25, 1663, and granted to this thrifty trader, of whom Richmond of to-day would gladly know more, a tract of 800 acres north of the James, near the most part, east of Shockoe Creek. Stegge at the same time or later had received other extensive grants covering the low grounds to the south of the James and opposite Fulton and Rocketts. It is believed that he operated a flour trading store on the south side of the James, near the present Allison & Addison works.

Subsequent to his death, a few years after the date of his Shockoe Creek property patent, his nephew, William Byrd, the first of that name in Virginia, and the father of the founder of Richmond,

PATENTED BY WOODWARD.

About the time of Stegge's death the property to the east of Shockoe Creek was patented by one William Woodward. This was on October 20, 1670. This grant was later assigned to the first William Byrd, who also took out a patent, in large measure covering this same territory, on October 27, 1673.

These patent rights seem to have lapsed or been given up, either because of failure to pay taxes or failure to cultivate a specified number of acres. It was not until April 26, 1687, that the patent was made out to William Byrd, which really became the title to the property on the banks of the James. The fact that this title deed is the parent of all similar documents hereabouts is illustrated by the fact that within the past week attorneys interested in the suit between the local electrical power companies over their respective riparian rights have carried their studies and investigations back to the rights and privileges granted by this original patent to the first William Byrd.

THE PATENT TO BYRD.

The following is the text of this document: From the Commonwealth to Col. Wm. Byrd. Patent recorded in office of Register of Land Office, Book 7, page 518. To all, &c., Whereas, &c., Know ye that I, the said Frances, Lord Howard, Governor General, do with the consent and advice of the Council of State, accordingly give and grant unto the Honorable William Byrd Esq., a Tract of Land containing Nine hundred and Fifty six acres, situate and lying on the north side of James River in Henrico County and bounding as follows, viz:

Beginning at the mouth of Shockoe Creek and running down James River aforesaid according to the meanders and windings of the same two hundred and twenty poles to a gum standing on the right bank of the river, being the dividing line between this land and the land belonging to Gilly Grooma Martin, thence North 2-1/4 degrees, west one hundred and forty poles to Rickmoky Road; thence north eight degrees west one hundred and forty poles to the head of a creek, thence north thirty five degrees east one hundred and twenty poles to Shockoe Creek thence down the creek according to the windings thereof three hundred and fifty poles to the place where it began, five hundred acres of this land being formerly included in a patent granted to the Honorable Thomas Stegge Esq., and from him devised to the aforesaid Colonel William Byrd and the residue thereof adjoining to the heads was laid off and for the transportation of ten persons into this colony whose names are in the records mentioned under this patent.

To have and to hold &c. To be held &c. yielding & paying &c. Provided, That this title of April Anno Domini 1687, Kath. Witchell, James Sands, Welsh Dwy, Walter Squire, William Gold, James Darlow, Caille, Diana, Mary & Bess, negroes. (Names of transports.) This property remained in the hands of the Byrds as an up-country plantation of the Byrds ever reported at stated periods to the masters of Westover for just fifty years. Not until 1777 was a town of twenty-eight squares laid off for the second William Byrd by Major William Mayo. This original survey exactly corresponds to that portion of Richmond now bounded by Eighteenth and Twenty-fifth Streets and by Broad and Cary. The addition to Seventeenth Street formed the first annexation.

The squares were laid off as they are to-day—24 by 39 feet—and the streets sixty-six feet wide. From the original plat the lots seem to have sold for about \$5 or \$6 each. In Richmond real estate maps of to-day they receive the numbers given them by William Byrd.

Not until May, 1742, was an act of incorporation passed by the House of Burgesses at Williamsburg.

Many of the lots have an interesting history. The two reserved for "the church" form the southern half of St. John's churchyard. The northern half passed after a time from the Adams family to the city, which is now the owner. A hundred years ago or more the city entered into an agreement to maintain the St. John's churchyard and care for the square. The church stands on the southern half of the square, the portion originally reserved for a church.

The square which afterwards formed the Van Lew property was reserved by William Byrd. Its purpose was to build a handsome house in the town, but it was never carried out.

DRIVING SNOWSTORM SWEEPS THE COUNTRY

Anniversary of Great Blizzard—Heaviest in Years Through North Carolina. Good Sleighing Again.

The snow-storm which blanketed Richmond yesterday was general, covering the country north and south, east and west with one of the heaviest snows of the winter. Locally, there has resulted little damage or inconvenience, and from information gathered from the train dispatchers of the railroads centering here last night, it had not seriously interfered with traffic or travel in Virginia or North Carolina.

HEAVY FALL SOUTH OF HERE.

Ten inches in North Carolina—Storm Signals On Virginia Coast. (Special Dispatch to The Times.) NORFOLK, VA., Feb. 15.—After four inches of snow fell here the fall ceased. The fall at Smithfield is reported about as heavy. The fall is reported to extend from Philadelphia to one hundred miles south of Norfolk, and over half of Virginia. Storm warnings were received by the local weather bureau this afternoon, and high northeast winds are expected to prevail to-night on the coast from this port to Wilmington, N. C.

VIRGINIA, VA., Feb. 15.—A heavy snow-storm prevailed throughout this section last night, continuing to-day. People who recall the great snow-storm of 1890 say this is the greatest precipitation here since then. The fall last night was eight inches; that of 1890 for night of February 11th was twelve inches. The fall of last night has been augmented to-day by an almost continuous fall. Through trains are much delayed.

NEWPORT NEWS, VA., Feb. 15.—Snow began to fall at 8 o'clock this morning, continuing until 4 o'clock. At 6 o'clock the storm was renewed. About (Continued on Eighth Page.)

WEATHER FORECAST

Forecast for Sunday and Monday: Virginia—Fair Sunday, except clearing on the southeast coast Monday; fresh northwest winds. North Carolina—Fair Sunday and Monday; light to fresh north to northwest winds.

BROOK TURNPIKE SOLD YESTERDAY

George E. Fisher Has Been Interested in It.

VALUE TO HIS COMPANY

Charter Provides for a Railroad to Charlottesville.

ROAD IS NINETY YEARS OLD

Some Interesting Features of the Original Franchise and Their Adaptation to Present Day Conditions—The Property Has Paid Large Dividends, and the Owners Get a Good Price.

The entire stock of the Brook Turnpike Company was yesterday sold to Mr. N. W. Bowe, representing a person or persons whose name or names Mr. Bowe did not feel at liberty to make public.

The significance of this deal is believed to be considerable, especially in view of the comprehensive and almost unlimited powers and functions which are by various legislative charters and acts conferred upon the company. It has permission and authority to construct and operate not only a turnpike road, but a railroad as well, with either steam or electricity as a motive power, and in length and direction from Richmond to Charlottesville, a distance of a hundred miles. But little limitation is placed upon the route to be selected between these terminal points. It is to be a road or railroad to Charlottesville. That's all.

The value of this comprehensive charter provision and its magnitude as compared with the present turnpike business, which the company has conducted for ninety years, is illustrated by the significant fact that two or three years ago when the Seaboard Air Line was endeavoring to secure a route from Richmond to Washington, the company was offered for a railroad in the general direction of Charlottesville was seriously considered as a long step towards Washington.

THE FISHER INTERESTS. The Times made some inquiry last night as to the character of the deal which went through successfully yesterday. One trail—and a good one—led to Mr. George E. Fisher. That gentleman's local representatives had no information to give out. It can be stated, however, that Mr. Fisher, in the last few weeks, has bought the Brook Turnpike on his mind. His people, more than one of them, have been busily looking up legislative acts and charters to see just what the Brook Turnpike was or might become. It is an open secret that Mr. Fisher and his company have been much interested in the quite a time with the present Lakeside line. The slow winding trip through Barton Heights has made a satisfactory Lakeside service impracticable. The recent construction of the Westhampton Park line to be operated in connection with the Traction Company has brought Mr. Fisher face to face with the problem of what could be done to save Lakeside as a popular suburban resort. It is an open secret that the Passenger and Power Company for quite a time has been turning over in its mind a line out to Brook Road as a more satisfactory route to Lakeside.

NEW ROUTE TO LAKESIDE. The company recently secured of the City Council the right to change the location of its old single track line running west from Hancock square to the city, to making it a double track line as far west as Lombardy Street. At the northern end, or Lombardy Street, a viaduct is to be constructed over Bacon's Quarter Branch and the Seaboard tracks near the Virginia Union Union Hotel. The road is to be a straight line, and the road is to be a hundred or two yards beyond the present toll gate. This will give an attractive driving approach to the suburban territory northwest of the city and the Passenger and Power company has thought it would furnish a satisfactory route for a quick and direct line out to the Brook Road to the point where the present Lakeside line crosses the turnpike. This would cut the time to Lakeside down by twenty or thirty minutes and would save the customer five cents by taking a line through a more valuable territory than the present Barton Heights. The present line would be stopped at the Boulevard north of Barton Heights, and a ten or fifteen minutes' service operated on the remainder of this line through Barton Heights rather than twenty minutes as at present.

ON TO ASHLAND. Furthermore, the charter for the Brook turnpike would give Mr. Fisher permission to continue a line on from Lakeside to Ashland. His relations to the Ashland line practically give him a line of similar length and character to the south of the city.

Mr. Fisher's representatives declined to confirm or deny the report that he had bought the turnpike property.

Another rumor had it that representatives of the Williams syndicate had relatives in the turnpike syndicate of interest in this property, but this could not be confirmed.

Apart from its charter possibilities the turnpike is a valuable property and has paid large dividends to its owners. The stock, amounting to \$5,000, was sold above par. It was held by the Ginter estate, Jas. N. Boyd, T. C. Williams, George Pope, the Misses Stewarts, Brook Hill, and Captain Thomas Pinckney, of Charlotte.

THE ORIGINAL CHARTER.

The Brook Turnpike Company was originally chartered on February 4, 1812, by the General Assembly. The charter, an interesting document, is found on page 60 of the acts of 1811.

It is entitled: "An act incorporating a company to establish a turnpike road from the city of Richmond to Williamsburg, and from the city of Richmond to the county of Henrico, which stands at the junction of the northern stage road and the road leading from Richmond to Louisa Courthouse, would add to the accommodation of the people by affording them at all times a good road." &c.

(Continued on Eighth Page.)